

Review of Richmond's Past and a Peep Into Her Future.

A YEAR'S GROWTH.

Trade, Wealth, and Population Flatteringly Increased.

PROGRESS AND PROSPERITY.

Both Apparent in Every Branch of Commercial Life.

THE BUSINESS OUTLOOK.

Jobbers' Sales Very Large and Manufacturers in Good Condition.

WORKMEN WELL EMPLOYED.

Unusual Number of Houses Erected and Others Planned.

BOOMS THROUGHOUT VIRGINIA.

Our Capital Helping to Build Up New Cities and Towns.

SUMMARY OF CITY STATISTICS.

Sanitation and School Matters, Court Records, Births and Marriages.

TRAFFIC FACILITIES.

New Territory Made Tributary to Our Markets.

THE RIVER IMPROVEMENT.

Our Highway to the Sea Deepened and Settled.

SCHOOL AND CHURCH WORK.

Early Showing the Spread of Education, Revivalism, and Religion.

EVENTS OF THE YEAR.

Reliable Record of Local Happenings—Neighborhood and Other Tales—A Happy New-Year to All.

Put yourself in the place of a man who has been away from Richmond for a year. Consider that you have asked the *Dispatch* what progress the city has made in that time; how business has been; what new enterprises have been inaugurated; what the outlook is for the future; and generally and specially what have been the local occurrences of most interest?

Let that be your question in a heap. This first of January month is your answer.

It has been a busy year for merchants, manufacturers, builders, and all other members of the industrial classes.

Virginia, from her sea-washed borders on the east to her iron-belted boundaries on the west; from her beautiful Potomac country on the north to her dividing line with North Carolina and Tennessee on the south, has felt the thrill of a new-found prosperity.

THE NEW TOWNS. Virginia has had a "boom." New towns have sprung up in fields and forests.

Old ones have grown greatly. Where we used to have few cities we now have many.

It is an era of development of our iron and coal lands; of the planting of new industries, and of the determination to make Virginia a manufacturing State to supply her own needs and to sell to others, and to give our agriculturalists a home market for their produce.

An opened mine is followed by a furnace. The furnace by a town. The town by a city. The city by better prices for farming lands and farmers' produce.

The people of the State were in the midst of great real estate activity when the cold weather and the cramped money market came on together and adjourned further proceedings. With the spring business will bud and blossom again.

THIS CITY. Richmond never grows wild about anything. It calms itself. It has been burned by besieging armies; burned by fate of war; flooded by the James; shaken by a searing, but not serious earthquake, and now it takes something prodigious to rattle its serene countenance or agitate its ancient bosom.

The boom that excited so many other communities merely glanced over its surface. Prices of lots went up, but not extravagantly. At the notch they reached they now stick. Vain is any effort to pull them down. When they move again they will go up.

THE GROWTH OF THE SUBURBS STRIKES EVERYBODY. Richmond used to have none. All of the city was within the corporation lines. One of the first moves in this direction was made in 1870, when Camp Grant, where thousands of United States troops had been quartered in buildings erected for the purpose, was abandoned by the Government and by consent of action of the owner of the land and of the Federal authorities the houses and lots were auctioned off. That was twenty years ago. More than a decade passed without any further attempt at suburb-building. Now all at once suburbs have sprung up all about us.

The meaning of this is that Richmond has

almost outgrown its territory. Men of means seek villa sites; mechanics desire cheap lots; people who delight in residences and ample acreage have gone beyond the corporation line and bought and built. Thus they have encircled Richmond and Manchester with built-up suburbs.

WHAT WE ARE. The census of 1890, taken with a shameful lack of system and accuracy, found 53,838 people in Richmond and 9,229 in Manchester. Could the suburbs have been enumerated and added the grand total would have been over 100,000.

While we see in the suburbs extraordinary development the city proper has also been constantly improving. We have been sadly lacking in fine public buildings. This is being remedied. Our new City Hall will cost a million or more, and will be worth the money. It is of James-River granite and architecturally and mechanically meets our fondest expectations. In 1892 it will be occupied. The Masonic Temple, which will be finished this year, will be the glory of the city in Virginia, and one of the great objects of Richmond's pride. The Commonwealth Club house will be ready for occupancy before next New-Year's day and will be a commodious and stately structure on a beautiful site. Within a few years past many handsome new churches have been erected. Most of the Grace-St. Stephens congregation, now in course of construction, will be the largest and one of the prettiest in the city. In July the Chamber of Commerce will begin a seven-story building at the corner of Ninth and Main streets. If the Richmond and Danville and Chesapeake and Ohio Railroad Companies yield to reasonable requests, they will build a new passenger depot here. The Byrd-Street station of the Atlantic Coast Line—one of the nicest depots to be found anywhere—is being enlarged as to its freight accommodations. On Broad street, especially, now and handsome business houses have sprung up. The new building is probably the finest in the city.

SOLID GROWTH. The remark is both general and true that Richmond is a solid-looking city. The streets are well laid. Business houses are substantially built.

Dwellings are neat and comfortable, and their surroundings are pretty. Though the price of houses is frequently seen than of old, houses are being packed closer together, and "snobs" of lots on cross streets formerly unused are now put into service as sites for small houses, for which there is an unending demand.

With increased population, with higher prices of lots, dwellings are not allowed to be as much ground as heretofore. This is the rule, this, indeed, is the example many greater cities have set us.

Some splendid residences have been built here in the past twelve months. We have homes that are architectural models for the land, and are far beyond the city's limits, and lines of nice houses are marshaling westward to the Boulevard. All these costly buildings represent money made in Richmond. It is the visible evidence of business prosperity. It is the best possible proof that Richmond is a city where in large fortunes can be made. A great deal of money has been accumulated here; plenty more awaits enterprise and talent. We have a goodly list of rich men, including several millionaires, and Richmond money has been freely spent in the past two years in all the "booming" Virginia towns.

IN 1901. This year we mean to boom ourselves a little. The people have resolved to have a large special appropriation made for the improvement and extension of streets and parks. Men stand ready to build great numbers of houses, and we mean to give them all the facilities we can.

We mean our gas- and water-works, and in good time will purchase an electric plant. Our system of sewerage, aided by the hillside drainage, keeps the city clean and healthy, and the climatic conditions that obtain with us are favorable to health and comfort, industry and activity.

THE FUTURE. Richmond is already a great city, but is destined to be greater.

The nation grows, and the State becomes the better it will be for us.

The money we put out in growing towns and cities, and banks and furnaces will come back to us in trade.

A rich State means a rich capital city. In the prospect of an early settlement of the debt question there is another glorious inspiration for the new year, and if the Legislature is called together to act on this question it may also determine that the corporate limits of Richmond shall be extended.

TRANSPORTATION. High bills and a beautiful spot between the mountains and the sea give us a favorable location.

The James river furnishes us with water to drink, power for our mills, and factories, drainage for our streets and sewers, and makes a highway for commerce to the Atlantic, distant 127 miles.

Railroads center here from seven directions, and in connection with all sections of our State and the Union.

A more direct connection with the Norfolk and Western system is one of the city's ambitions. A road from Richmond to the Northern Neck of Virginia, long talked of, will, it is hoped, be built before many years. A new line from Richmond to New York, N. C. and the South is more than a possibility; it is a good probability. A belt line will in a few months connect the Richmond and Petersburg and Richmond and Chesapeake and Potomac railroads over a fine iron bridge, which crosses the James river near the Three-Mile creek, and the Chesapeake and Potomac a similar work to unite its main stem here with its Richmond and Allegheny and its peninsula divisions.

We have excellent connections northward by the Fredericksburg road. The Atlantic-Coast Line and the Terminal (Richmond and Danville) system open up the South and Southwest to us. The Chesapeake and Ohio stretches from the West, Northwest, and Southwest, Beside, the Norfolk and Western (which has access to Richmond over the tracks of the Richmond and Petersburg road) is becoming more and more a factor in our freight and passenger arrangements.

There are our rail lines to City Point, Newport News, Old Point, Norfolk, Philadelphia, and New York.

Already we have more than enough of depth of water in the river for vessels drawing 18 feet and the governmental plans now being executed will increase it to 22 feet at low tide and 25 feet at high tide.

So here we are a railroad center and a port on an arm of the sea, and West Point, Va., is our near neighbor and belongs to our county district, and is a contributor to our trade. We have the facilities for a great mart, and the enterprise of our business-men is rapidly realizing our best hopes.

The records of all our transportation companies show that the year's business has been prosperous. We are extending our manufacturing and jobbing trade, building up the city, entering into rivalry with more pretentious communities, and accumulating population and wealth.

STEPS FORWARD. The proof of Richmond's growth is seen in many directions.

The re-assessment of lands here in 1890 gives a basis of \$10,000,000. In 1898 it was \$22,500,000. In 1900 it was \$24,000,000. The increase was from \$1,500,000 to \$2,000,000.

THE MEDICAL. The Dispensary received more than 10,000 patients in 1899. It was supplied with medical or surgical attendance and medicines.

THE CHURCHES. Richmond has always been remarkable

for the greatness of its church membership. It has doubled its number in the past year, and the figures for this year show that we continue to hold our place of eminence.

We have seventy-five churches here, an increase for the year of \$2,000 in 1899—\$1,000 in 1898. Their contributions for 1899 aggregate \$200,000, or \$10,000 more than in 1898. While their officers and members are 2,154, or 100 more than during the year previous.

Our army of Sunday-school scholars numbers 19,023 against 18,259 in 1898—an increase of 764.

A great many homes for aged people, asylums for orphans, and other charities are supported in great part by the churches, and their religious benevolence work extends over a wide field, with most beneficent results.

The unity with which the brethren of different denominations are working in the cause of benevolence is a sweet feature in life in Richmond.

The grain trade here showed an increase of 154,133 bushels.

Ten building-firm companies are in operation, and furnish the means to many poor men to provide themselves with homes.

MANUFACTURES. The best part of Richmond's industrial life comes from her manufactures.

There are 13,507,170.12, as of December 31, 1899, against \$13,001,357.41 for the corresponding month of 1898. An increase of nearly \$500,000—a very considerable sum, indeed.

The enrollment of pupils in the public schools footed up 11,745. To this we should add at least 3,500 for the private schools, academies, seminaries, and colleges.

There are 875 telephones in the Richmond system—a gain of 75 over last year.

Our other industries are in a very good way. The completion of the new bridge over the James river, and the new bridge over the York river, and the new bridge over the Pamunkey river, and the new bridge over the Rappahannock river, and the new bridge over the Potomac river, and the new bridge over the Chesapeake river, and the new bridge over the Delaware river, and the new bridge over the Maryland river, and the new bridge over the Virginia river, and the new bridge over the North Carolina river, and the new bridge over the South Carolina river, and the new bridge over the Georgia river, and the new bridge over the Florida river, and the new bridge over the Alabama river, and the new bridge over the Mississippi river, and the new bridge over the Louisiana river, and the new bridge over the Texas river, and the new bridge over the Arkansas river, and the new bridge over the Missouri river, and the new bridge over the Iowa river, and the new bridge over the Nebraska river, and the new bridge over the Kansas river, and the new 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